

COUNTRY Eastern Germany

REPORT NO.

25X1 TOPIC Neuruppin Airfield

DATE PREPARED 19 August 1952

PAGES 7 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following flying activity was observed at Neuruppin between 30 May and 3 July 1952:

30 May. During the morning, there was local flying and formation flying by MiG-15s. In the afternoon, local flying by Yak-11s was observed at about 6 p.m. and continued at night. At 8 a.m., 13 MiG-15 or type-29 planes, 3 Yak-11s and 2 Po-2s were counted at the field.

31 May. Between 9 and 11 a.m., a Yak-11 made high-altitude flights at 5,000 to 9,000 meters and two MiG-15s practiced flying in elements of two.

1 June. No air activity. Four Yak-11s and 23 MiG-15 or type-29 planes were parked at the field.

2 June. No flying.

3 June. Five Po-2s approached from the southwest at 6:40 a.m. and landed at 7:15. A MiG-15 took off at 1:20 p.m. and landed at 1:42 p.m. Ten MiG-15s took off successively at 7:15 p.m. and engaged in aerobatics. No night flying was observed.

4 June. At 9:30 a.m., a Po-2 was aloft towing a sleeve target. The weather was fair. An element of two MiG-15s approached the air sleeve, while the front plane fired short bursts each of three to five rounds. Each plane made three approaches. This exercise lasted up to about 6:30 p.m. A Li-2 landed at 7 p.m. At 9:30 p.m., a formation of three MiG-15s and, subsequently, another formation of five planes took off and assembled in formation. The planes which were definitely recognized from their position lights practiced formation flying in a clear sky.

5 June. Between 5:30 and 7:30 a.m., an Li-2 plane crossed Bechlin alternate airfield and dropped parachutists there. (1) Between 8:30 a.m. and 6 p.m., there was formation flying by up to six planes and high-altitude flying at 3,000 to 9,000 meters.

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6 June. At 7:45 a.m., two Po-2s made formation flights. Eight MiG-15s with auxiliary fuel tanks took off at 2:30 p.m., practiced formation flying and landed at 5:17 p.m.

7 June. During the morning, a Yak-11 made instrument approaches at beacons and a MiG-15 flew in the clouds, the cloud base being 400 to 500 meters. In the afternoon, 23 MiG-15 or type-29 planes, 4 Yak-11s and 1 Po-2 were counted at the field. [redacted] which were previously reported several times were still in the same hangar. (2) 25X1

8 June. No activity was observed at the field.

9 June. Take-offs were made by a Yak-11 at 10:20 a.m. and a MiG-15 at 11:45 a.m. Both planes flew in the clouds, the cloud base being at an altitude of 600 meters.

10 June. At 9:30 a.m., a MiG-15 made local flights. Somewhat later, a Yak-11 and a Po-2 took off for local flying. Between 4:30 and 9:30 a.m., parachuting was again performed over Bechlin.

11 June. At 10:30 a.m., a MiG-15 flew in the clouds, the cloud ceiling being at an altitude of 300 meters. The plane repeatedly came down through the layer of clouds just above the radio cabin.

13 June. Twelve MiG-15 or type-29 planes with auxiliary fuel tanks started formation flying at 8 a.m. In the afternoon, firing at air sleeves was observed. One Yak-11 made high-altitude flights. Between 4 and 7:30 a.m., parachute jumps were made.

14 June. Between 9 and 10 a.m., a MiG-15 flew in the clouds. The visibility was limited to about 3 km, and the cloud base was at an altitude of about 150 meters. At the same time, a Yak-14 plane landed and again took off after a short time.

16 June. At 5 a.m., five Po-2s practiced formation flying. At 8 a.m. an element of two MiG-15s made high-altitude flights at about 5,000 meters. In the afternoon, there was formation flying by 10 MiG-15s without auxiliary fuel tanks and, subsequently, by 12 MiG-15s with auxiliary fuel tanks. Parachuting was again practiced during the morning. 25X1

17 June. A type-29 plane made local flights. Ten MiG-15 or type-29 planes, [redacted] made formation flights. During the morning, parachuting was practiced.

18 June. Several Po-2s practiced night flying at about 10 p.m. 25X1

19 June. A Po-2 plane circled the field. Two type-29s [redacted] were observed. (3) At 1:15 p.m., the air raid siren at the field sounded for about 1 minute. When the sound died away, a white ground signal was fired over the field. Subsequently, the engines of four alert MiG-15s were started. A starter carriage was under the left wing of each plane. At 7 p.m., these planes took-off and were airborne within one minute. They circled several times over the field and landed after 18 minutes. Shortly after the take-off of the alert flight at 7 p.m., an Li-2 landed at the field. Between 9:45 p.m. and about 3 a.m. there was night flying by a formation of three MiG-15 or type-29 planes. Ground signals, representing a yellow ball with a long white trail were observed over the Storbeck-Bentzrode area. Parachuting was again observed during the morning hours.

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20 June. Local flying was practiced by 1 MiG-15, 1 Yak-11, and 2 type-29s [redacted] Twelve MiG-15s with auxiliary fuel tanks took off at 2 p.m. practiced formation flying and landed between 2:52 and 2:55 p.m. [redacted]

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During the morning, parachute jumps were made. 25X1

21 June. Aircraft counted at the field included 30 MiG-15 or type-29 planes, 5 Yak-11s and 5 Po-2s. At 6 a.m., 26 MiG-15s were ready at the take-off point. However, no take-off was observed. A Li-2 landed at 8:07 a.m. It dropped parachutists before landing. [redacted]

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23 June. Twelve MiG-15s with auxiliary fuel tanks took off.

26 June. At 9 a.m., two Po-2s, 4 Yak-11s and 22 MiG-15 or type-29 planes were counted at the field.

28 June. There was no flying.

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1 July. Between 8:30 a.m. and 3 p.m., a MiG-15 [redacted] made instrument approaches at beacons at an altitude of about 300 meters and repeatedly made landings at the field. 25X1 Between 5:10 and 5:14 p.m., a large number of MiG-15s with auxiliary fuel tanks took off and made formation flights. Formation flying was performed very well. [redacted]

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2 July. Throughout the day, there was local flying by a Po-2 and a MiG-15 [redacted] Shortly before 6 p.m., a siren sounded 25X1 and a ground signal representing a white star came down in the direction of the alert flight. The planes of the alert flight took off at 6 p.m. and landed at 6:24 p.m. [redacted]

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3 July. At 7:30 a.m., 23 MiG-15 or type-20 planes, 2 Yak-11s and 2 Po-2s were counted at the field. No flying was observed during the morning. At 12:30 p.m., a type-29 plane [redacted] took off and made local flights. At 3 p.m., two MiG-15s [redacted] took off and practiced flying in formation. At 5:26 p.m., four MiG-15s [redacted] took off for formation flying. 25X1

4 July. Between 7:30 a.m. and 3 p.m., there was flying in flights [redacted]

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and elements of two. At 4:02 p.m., 16 MiG-15s with auxiliary fuel tanks took off and made formation flights. At 4:12 p.m., another 10 MiG-15s with auxiliary fuel tanks took off, assembled in a formation and headed northwest.

5 July. Twenty-two MiG-15s with auxiliary fuel tanks took off at 7:52 a.m., made formation flights and landed at 3:47 a.m. At 10:30 a.m., a type-30 plane appeared over the field at an altitude of about 5,000 meters. Subsequently, 12 MiG-15s took off from the field and, flying in a squadron formation, twice simulated an attack on the jet bomber. The jet bomber flew straight ahead.

6 July. Two Po-2s, 2 Yak-11s and 23 canvas-covered MiG-15 or type-29 planes were counted at the field.

7 July. Individual MiG-15s made local flights. Plane [redacted] practiced three or four times throwing out and towing an air sleeve. 25X1

8 July. Between 7 a.m. and 5 p.m., there was firing at an air sleeve. A plane [redacted] fitted with auxiliary fuel tanks flew over the Storbeck-Molchow-Frankendorf area. Two elements of two MiG-15s, flying against the course of the towing plane, alternately attacked the sleeve target from above and below and subsequently zoomed upward or downward. Between 9:30 p.m. and about 2 a.m., there was night flying in formations of 3 to 9 planes. In the clear night, [redacted] from the position lights that the planes changed their formations.

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2. The pilots flew skilfully. The take-offs and landings were performed with a good discipline and within a short time. When landing the planes came down at a large angle. (4)
3. After 12 June, the villa Thiele in Neuruppin was occupied by officers from the field. Since early July, female air force personnel have been observed in this villa. On 15 June, a house with 5 or 6 rooms on Hindenburg Strasse was occupied by air force officers. The Finanzamt in Neuruppin, which had been occupied by Soviet troops on 22 June, was vacated on 4 and 5 July. (5)
4. In the evening of 19 June, 16 air force officers and 54 EM with their baggage got out of a train at Neuruppin railroad station. The troops inquired for directions to reach the airfield. On 23 June, 14 air force officers and 26 EM carrying their baggage left Rheinsberger railroad station and marched to the field. (6)
5. On 9 July, night flying was practiced by formations of 2, 4 and 6 aircraft with auxiliary tanks. On 10, 11, 12 and 14 July, flying was conducted by individual planes and aircraft in formations. On 11 and 13 July, 23 MiG-15 or type-29 planes, 3 Yak-11s, 2 Po-2 and 1 Pe-2 were counted at the field.
6. The following flying activity was observed between 12 June and 5 July:

12 June. Between 3 a.m. and 7 p.m., MiG-15s practiced flying. [redacted] 25X1

23 June. A MiG-15 took off at 9:37 a.m. and landed at 9:47 a.m. A twin engine plane with radial engines landed at 11 a.m. Aircraft counted at the field at 10 a.m. included 23 MiG-15 or type-29 planes and 5 single-engine aircraft.



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27 June. Between 10:23 a.m. and 12:07 p.m., ten landings were made, [redacted] planes which landed at 10:45 a.m. and 10:50 a.m. respectively.

1 July. In the afternoon, a large number of MiG-15s practiced formation flying. The planes landed between 6 and 6:10 p.m. A MiG-15 took off at 7:07 p.m., made an inverted flight over the field and then headed northeast.

3 July. Between 9 a.m. and 6 p.m., there was flying by MiG-15s and Po-2s with an interval of three hours between 1 and 4 p.m. The planes usually flew in formations of four changing their positions.

4 July. Formation flying was conducted between 3 and 5:30 p.m.

5 July. Two MiG-15 took off at 1:15 p.m. They did not land up to 2 p.m.

7. The telephone line which crosses the Altruppin-Zippelsfoerde road at kilometer mark 1, northwest of Altruppin extends toward the Roothwinkel estate. (7)

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[redacted] 8. On 11 June, [redacted] in Neuruppin seven air force trucks [redacted] The vehicles were loaded with air force personnel and billeting equipment, such as cupboards and upholstered chairs.

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9. [redacted] 25X1 airfield, parachuting was repeatedly performed at Bechlin airfield in early June.

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10. About 7 a.m. on 14 June, three fatigue details, each accompanied by an officer, marched toward Storbeck, coming from Neuruppin airfield. One group consisted of 30 men and the other two of 40 men each.

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11. On 21 June, [redacted] the Kech office in Wittstock, which was charged with all construction at Neuruppin airfield had moved to Neuruppin in mid-June. The construction staff with a lieutenant colonel as chief and Major Kornenko (fnu) as deputy chief, was quartered at 16 Stresemannstrasse, which is the last house on the right side of Stresemannstrasse just before the old cemetery opposite the entrance to the field. Twelve Russian female engineers who had arrived with the Kech office were quartered at 37 Stresemannstrasse. Seven of these female engineers worked in the technical bureau. This Kech office was also responsible for work at Wittstock and Bechlin airfields. (8)

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12. On 15 July, [redacted] 25X1 a dispensary was at Neuruppin airfield on the left side of the entrance. The third building on the same side of the road housed the administrative staff of the field and apparently some other offices. This building probably was the headquarters building for the entire airfield. The adjacent house, i.e. the fourth building on that side of the road, was occupied by the operating personnel of the radio installation in Nietwerder. This was inferred from the fact that an ill soldier from Nietwerder was brought in a car to this building where his unit was allegedly quartered. [redacted]

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13. The following air activity was observed at the field:

12 June. Flying was conducted in the morning.

13 June. More than 10 swept-back jet fighters with auxiliary fuel tanks took off at 9:45 a.m. and assembled in squadron wedge formation. The formation crossed Neuruppin at 10:35 a.m. The planes landed at 10:40 a.m. at intervals of about 200 meters. Twelve swept-back jet fighters with auxiliary fuel tanks took off at 11 a.m. and, subsequently, practiced flying in squadron wedge formation.

14 June. Only three individual take-offs were made between 7:15 and 10 a.m. After 10 a.m., it rained throughout the day.

17 June. About 11 a.m., a formation of four swept-back jet fighters took off and practiced flying in line abreast at an altitude of 500 to 600 meters. The interval between the individual planes was about four wing spans. Shortly after the landing of this formation, another formation of four planes took off. About noon, 12 swept-back jet planes took off, became airborne at about the middle of the runway and retracted their landing gears at an altitude of about 10 meters above the beginning of the last fourth of the runway. As soon as a plane lifted off the ground, the next plane started taking off. About 30 minutes after the take-off, the planes flew in a squadron wedge formation over Neuruppin Lake from south to north at an altitude of 500 meters. The aircraft disengaged from the formation and landed individually at intervals of about 200 meters. Flying continued by aircraft with auxiliary fuel tanks up to about 5 p.m.

18 June. At 9:45 a.m. and 9:50 a.m. respectively, take-offs were made by a formation of four planes fitted with auxiliary fuel tanks. The planes assembled in two right echelon formations. They returned to Neuruppin after 30 to 35 minutes and landed at the field. Twelve swept-back jet fighters with auxiliary fuel tanks took off at 11:20 a.m., crossed the field in squadron wedge formation after about 40 minutes and landed at 12:05 p.m. About 2:10 p.m., a flight of four MiG-15s [redacted] was observed. After the landing, the pilots opened the canopies of the planes. Then the aircraft were towed by their noses to the dispersal area.

19 June. Between 2:30 and 4 p.m., formation flying was practiced. A swept-back jet plane took off at 9:45 p.m.

23 June. At 8:30 a.m., 24 swept-back jet fighters, 3 biplanes and 6 single-engine, low-wing monoplanes were counted at the field. All the swept-back jet fighters were fitted with auxiliary fuel tanks. At 1:10 p.m., four swept-back jet fighters landed at the field. Shortly before, they were observed flying in right echelon formation over Neuruppin.

27 June. At 2:30 p.m., 26 swept-back jet fighters with auxiliary fuel tanks, some single-engine, low-wing monoplanes and 3 biplanes were parked at the field. Individual take-offs and flying in elements of two and flight formation were observed throughout the day.

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3 and 4 July. There was flying at the field, but no details could be observed.

5 July. Aircraft observed alcft included a formation of 9 swept-back jet planes over Neuruppin about 7:10 a.m. and a formation of 12 swept-back jet fighters at an altitude of about 1,000 meters about 10:20 a.m. All the planes were fitted with auxiliary fuel tanks.

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About 3:30 p.m., 24 sweep-back jet fighters, 4 single-engine, low-wing monoplanes and 3 biplanes were counted at the field.

9 July. Individual take-offs were performed at 7:25 and 8 p.m.

10 and 11 July. There was flying activity at the field.

14. Previously, the intervals between the planes landing in formation were about 400 meters. This interval was reduced to about 200 meters in late June and early July. It was also conspicuous that, in late June and early July, there was intensified flying by biplanes which flew comparatively low over the fields in the vicinity of Neuruppin.

15. About 3 p.m. on 19 June, a Lieutenant colonel in a jeep approached some laborers who worked on the Klappgraben Ditch. The officer was about 35 years old. [redacted] he was the commanding officer at the field. (10) 25X1

16. On 13 June, six AA guns without gun shields were observed at the field in an area about 200 meters square, about 450 meters south of triangulation point 45.7 and about 120 meters north-northeast of the intersection point between the path and Klappgraben Ditch. The guns, some of which were covered with tarpaulins, were emplaced in holes. About 100 meters southeast of the AA gun emplacements there were two tents, each with a capacity of 20 men, and a low wooden building about 4 x 10 meters large. A sentry and 20 men without shirts were seen near the tents. On 19 June, several trench shelters were observed between Klappgraben Ditch and the AA gun emplacements. Further trench shelters were being excavated by 15 to 20 men. A sentry patrolled along the Klappgraben Ditch.

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[redacted] Comments.

(1) Bechlin alternate airfield is about 3 km southwest of Neuruppin.

(2)

(3)

[redacted] observed on aircraft in Herseburg and Zerbst. Their appearance in Neuruppin confirms previous observation, according to which these type-29 planes are assigned to various units on request.

(4)

The report shows that the unit at the field progressed in its status of training. [redacted] 25X1

(5)

The quarters in Villa Thiele, the Finanzamt, and on Hindenburg Strasse and Stresemann Strasse were previously reported. [redacted] 25X1

(6)

The newly arrived officers and EM probably were replacements to bring the unit to full strength. [redacted]

(7)

For previous information on the telephone line, [redacted]

(8)

The report confirms the previously reported transfer of Wittstock Kech office to Neuruppin. [redacted] The name of the chief of the Kech office is unknown, while Major Komenko (fnu), deputy chief, was previously reported.

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(9)

The Russian designation 202 is known to be used for signal units.

(10)

The name of the commanding officer, allegedly a lieutenant colonel, is not known.

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